

HawkWorks

The Honda Hawk GT Owners' Network

Vol 3 / Issue 3

May / June 1995

Here Comes The Sun!

As the sun begins it's yearly migration towards the northern hemisphere marking the beginning of the riding and racing season, you'll notice the newsletter has grown a bit longer. While this may not happen with each issue, I expect the summer months will provide a bit more information for the network than the winter. Therefore, I will keep up the eight page format as long as there is enough information to support it. Another slight change is the date on the mailing label. In an attempt to clear up confusion, I have changed this to an expiration date.

Unfortunately, I will be missing out on the riding and racing for awhile. I will be having back surgery on May 17th, and will not be able to ride for a couple of months. I also will not be racing this season, and will be unable to write the racing articles. As you can see this months "Turn One" was written by Brian Heaven. (cont. pg. 7)

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Sammy Stetler's SuperHawk

The photo above shows just what can happen when an Alabama firefighter has too much time on his hands.

This project started with a \$600 dollar investment at the local salvage yard. Evidently, the previous owner had attempted to move a large solid object by ramming it with the front end of his bike.

Since the front end was a total wash, Sammy replaced the forks, wheel, and brakes with the superior CBR 600F2 components. The F2, like the Hawk, uses 41mm fork tubes, making this an easy swap. He topped the forks off with CBR1000 handle bars, which are lower than the Hawk bars, but not as severe as some after-market bars. This gives the bike a sportier feel without sacrificing comfort. The fairing was borrowed from a ZX-6. Only the upper was used, as it seemed to flow with the lines of the tank without covering the V-twin engine. According to Sammy it was extremely easy to mount.

The trick tail section came

second hand from someone in Canada. It has beautiful carbon fiber inlay number plates, which match the Fast Company carbon 916 chain guard, CBR600 exhaust hanger, and license plate frame. Rounding out the carbon fiber parts are frame inlays from Gotham Racing.

It would have been a shame to add all that carbon to the brush aluminum finish of the frame and swingarm, so Sammy spent "several hundred hours" polishing just about every visible piece of aluminum to a mirror like shine. I guess the fire fighting business has been slow lately. To complete the look he added "PBI" polished sprockets and a nickel plated chain.

Two Brothers Racing supplied the pipe and jet kit, along with steel braided brake lines and a seat pad. Sammy said the engine was perfect with only 3500 miles on it, so he left it alone.

Black and white photos really do not do this bike justice. The body work is painted Color Rite (See "Sammy's SuperHawk" Pg. 3)

HawkWorks is not affiliated with The American Honda Motor Corp., or any of it's subsidiaries. HawkWorks is an independent organization of Honda Hawk NT650 owners, riders, and racers.

Flimsy Frames!

As you may have heard, Fram PH6017 oil filters have been blowing off race bikes in California. As you can imagine this results in a rear tire which is immediately saturated in oil. The following information from the marketers of Fram oil filters, addresses the problem and how to get your filter replaced.

AlliedSignal Automotive Aftermarket, marketers of Fram oil filters, has announced an official recall on any Fram PH6017 oil filter purchased from AlliedSignal between January 1, 1995 and March 16, 1995. The filter has "Made in Korea=94" printed in silver letters following the AlliedSignal address on the side of the filter.

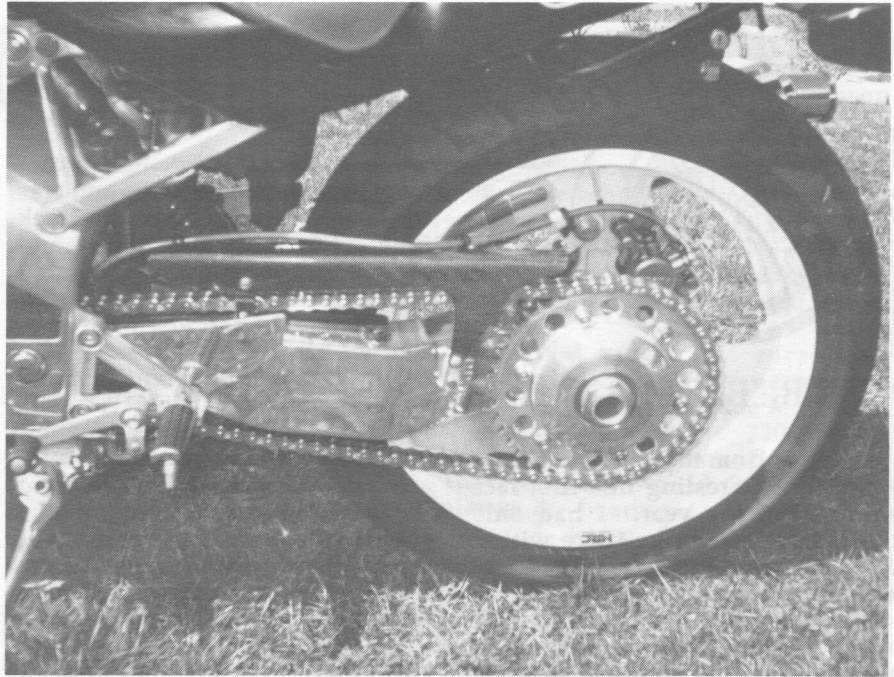
This filter is being recalled for thread problems which could affect installation resulting in the filter blowing off in service. To correct this condition, all PH6017 oil filters marked "Made in Korea=94" should be returned to the dealer for immediate credit. All dealers should return the filter to:

Attention: Joyce Cole - RC195
AlliedSignal Auto Aftermarket
105 South Missouri Street
Jackson, TN 38301

For filters that have been dealer installed, all service and required parts will be provided free of charge. To obtain this service contact your dealer as soon as possible to schedule an appointment.

If you have any problem obtaining the needed repair, contact AlliedSignal directly at 1-800-468-9041, an AlliedSignal representative will arrange repairs.

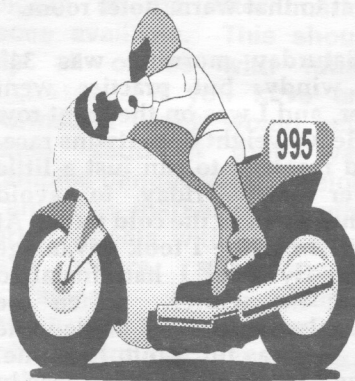
If your dealer fails to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-800-424-9393.



Sammy's SuperHawk

Italian Red (what else?) and bright white for the wheels. The RC31, SuperHawk, and HONDA decal graphics were cut by Rob at TapeWorks, using an eye catching reflective white with a chrome outline. He even added little red and blue HRC decals to each side of both wheels.

The result is a well integrated, one of a kind bike which Sammy says he would reluctantly part with for \$4500 firm. Sounds like he's ready for a new project. If you're interested in Sammy's project, he lives in Decatur, Alabama and can be reached at (205) 355-3426.



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SUPERHAWK BECOMES SNOWBIRD

By: Brian Heaven

I knew from the start that things would be interesting this first race weekend of the year. I had only ridden my street bike twice within the last six months. My practice had primarily consisted of watching race videos and projecting myself into a riders place while leaning in my easy chair as I ripped through the corners. I considered dousing myself with Ginger Ale when my rider made it to the podium, but that would have made the easy chair eternally sticky.

Since the SuperHawk has to be started with rollers, it had only been run once since the midwinter engine rebuild. With Loudon being a 7 hour drive, I committed myself to starting it before I left. After a quick pop on the rollers the bike started, but there was a sucking sound similar to an intake leak. Off came the body work and tank, and sure enough I found a slightly loose carburetor boot clamp. After putting everything back together and restarting the Hawk, I could still hear a distinct sucking sound. Twice more I went through this procedure only to hear the sound after restarting the engine. By this point the bike had begun to warm up, so I switched off the choke lever. You guessed it, the sound went away. Feeling somewhat mechanically humbled I finished packing the truck and set out for New Hampshire.

For the privilege of passing the front gate we each had to part with \$25. After setting up our canopy, \$50 more was graciously paid to the Penguin Roadracing School for the Friday 3-6 p.m. private practice. The combination of the 40° temperature and 20mph winds caused me to consider bagging the Friday practice in favor of a warm hotel room, but I hadn't

been to Loudon in 4 years and was in desperate need of some track time. So, with long Johns and sweats under my leathers I ventured out onto the track wondering if I had lost what little sanity I had left.

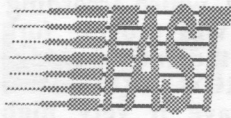
It was soon apparent that any memory of track layout was no longer existent in my grey matter, and I proceeded very carefully around the track as I memorized the layout. By the middle of the second session I had a fair grasp of the track and picked up the pace a little, or should I say a little too much. We had been warned that the track surface was very cold, with frost still under some parts of the racing surface. Perhaps that was the case with turn three. Just as I entered the thirty mph corner, the front wheel tucked and slid about 40 feet into the tire-wall. Obviously, I was upset. I had made the entire 1994 season without a crash, and now I had just crashed with my new body work before the first race. A close inspection showed that the damage was minimal (except for the paint scuffing on the new fairing). Repairs were made and "my crew" and I beat a hasty retreat to that warm hotel room.

Saturday morning was 34° and windy, but practice went better, and I was on the front row for Heavyweight Supertwins race. I had resolved to run just a little slower than Friday to avoid another crash of the cold track. At the starting line I took advantage of the flywheel I had installed during the winter. When the green flag dropped I nailed the start and was third into turn one. By the end of the first lap I was in the lead. Over the next seven laps I extended my lead and began passing Heavyweight Superbikes from the first wave (separate race) which started several seconds before ours. Unfortunately, my crew was not aware that two races were running concurrently and they had no idea why I was flashing the #1 signal on the cool down lap. I was under the impression they just didn't care.

Sunday morning I awoke to find light snow falling in the hotel parking lot, with snow sticking to the cars, but not the pavement. When we arrived at the track, I only ran about half of the practice sessions as the sight of falling snow was psyching me out. The track surface didn't appear wet, and the snow was not sticking, but it was disconcerting nonetheless. My first race was GTU, which has me competing against F2s for 20 laps. I use this race as an extended practice session as my bike won't hang with fast F2s on the straight. Much to my surprise I passed several slower 600s on the front straight, but still finished about 3/4 of the way back in the pack.

Sunday afternoon was the time for my Lightweight Supertwins race, which I pretty much planned on winning based on my performance in the Heavyweight race. As the warm up lap began, the snow seemed to get much heavier and I had difficulty seeing past the melting snow on my faceshield. I used this lap to test for traction, and it seemed fair considering the conditions. At the green flag, only a Ducati was in front of me and I passed him exiting turn 2. As I pitched it into turn three, the front end washed in a mirror image of Friday. Apparently I had been a little optimistic about the traction after the snow. Once the pack had passed the corner workers inspected the bike and said I could go back out if I wanted to. I ran alongside the bike and jumped on the seat sidesaddle letting out the clutch to bump start while the corner workers pushed (they'll do anything to stay warm). The engine started and I jumped on the bike from a run by throwing a leg over the back cowl. Next I proceeded to lose my balance and dump the bike again on the same side, this time breaking off the footpeg. As I pushed my bike to the pits and loaded for the trip home, I didn't exactly feel like Kevin Schwantz.

Overall the event was pretty good, except for the snow, crashing, and freezing our hineys off. Next time it's bound to be warmer!



As A Feather

I'm sure many of you can remember the excitement expressed in all the major motorcycle magazines when Honda Released the CBR900RR. The main focus of this attention was the power to weight ratio. At it's introduction, their wasn't another street bike that could come close to this combination of horsepower, and weight (or lack thereof).

There is a lesson to be learned here. While it's great to increase horsepower, it is often a waste of money and resources to build a monster motor without paying very close attention to the pounds which can be removed from the machine.

Power to weight ratios for the Hawk are modest to say the least. Wet, the stock Hawk weighs 411 lb.. Although horsepower figures vary, most reports say around 39 peak hp. This computes to 10.5lb. per hp.

With a fully built engine (70hp), and no diet, the Hawk would weigh almost 6 lb. per hp. Not bad, but for a roadracing machine trimming off 90 pounds or so, brings the Hawk down to 4.5 lb. per hp. Almost to the level of a stock CBR900RR.

In addition to increasing acceleration, reducing weight will also drastically shorten braking distances, and increase cornering speed. (my engine weighs 117 lb., even with light rods, light pistons, no starter, no flywheel etc.. maybe I should take it off)

How on earth do you trim off 90 lb. from what started out as a relatively light bike? Well, start with the free stuff; Lights, turn signals, rear fender, center stand, side stand, etc... Pay close attention to details. For instance, the small steel brackets which are

bolted all over the frame, holding wires and hoses, can add up to a pound or so. The radiator fan weighs a couple of pounds, and even the extra wires, switches and plugs in the wiring harness add up. After you remove all the free stuff, it's time to look to the after market community for light replacement parts.

I like to think in terms of dollars per pound. Just like Jenny Craig, it isn't cheap. For example the carbon fiber gas tank in the DEC issue saves 8 lb.. At \$600 this is \$75 per pound. A Marchenisi Rear wheel saves about the same but costs even more. About \$100 per pound of weight saved. This, however is un-sprung weight. Reducing un-sprung weight is more important because it affects the way the bike handles differently.

With some help from a couple of interested members I have begun to put together a list of the weight of various components on the Hawk. I would like to compare this to the weights of the after market pieces available. This should help all of us with future purchases. If you have any information which would help, please send it our way. Examples of needed inf: Weight of any after market pipe, after market wheels without tires or brake rotors, after market subframes, after market fenders, and anything else you wish to weigh. Also, include the stock parts they replace if possible, just in case we don't have it yet.

I realize not everyone will want to take 90 pounds off their Hawk. My street bike has lights and turn signals too, but this type of information will help many of our racers, and some of our street riders spend our time and money a little more wisely.

Gary Orr



YOUR BEARINGS LATELY?

By Victor L. Johnson

After a brisk 43° Sunday morning ride, I was tending to my post ride chain maintenance by applying a liberal coat of Chain Wax. With the rear wheel off the pavement, I grabbed the tire and fested for play. Well, I found some. Hmmm.

Not much, but enough to have me look up the torque spec for that big nut on the outside left of the sprocket assembly. 120 lb.-ft. Uh-huh, a goodly amount of torque. That certainly wouldn't leave any play in the bearings.

I knew I didn't have a wrench that big, much less a socket. Even my "bull moose" adjustable wrench wouldn't fit it. @*#&#%!! So I reached for my trusty mongo-size channel locks. Yup, they'll do, for now.

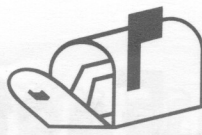
I pried out the section of the nut flange bent into the recess in the threads to allow the nut to turn free and latched on with my channel locks to test how tight it was. Not much more than finger tight! Unacceptable!!

I had to get the right-sized tool and do this job right. A quick measure of the nut showed that something like a 1-7/8" socket would do nicely (forget about finding a 42mm socket on Sunday morning in my town).

A quick dash to the "tools on steroids" section at Sears yielded the desired quarry. I took home the 1-7/8" and a 1-13/16" just for good measure. The 1-13/16" socket was a much better fit, and just as snug as the proper metric socket would have been. Returning the other one will give me a great "Honey, I need to run a quick errand on the bike" excuse later. I just won't fess up that I'll burn half a tank of gas on the four mile trip to Sears.

Armed with my trusty torque wrench, I practiced my contortionist impression by placing my right foot on the rear brake, and draping my body over the seat to reach the torque wrench handle. Uuuunnggggh. 120 LB-ft it is! While bending the retaining flange back into its new home, I noticed the nut had rotated almost 100° to reach the required torque specification. This caused me to consider the possible outcomes had I not gone yanking around on the rear tire, like bearing failure, and the guy smiling behind the parts counter.

Member Mailbag



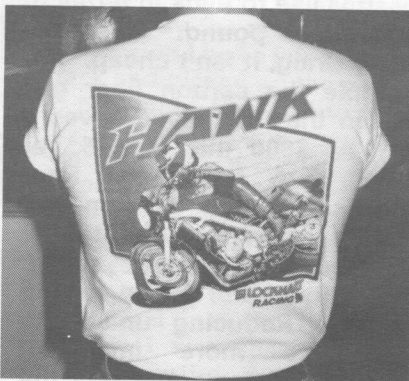
In response to Bruce Parkers question about carburetion (Jan/Feb 95). I used to work at Horner Honda in Salisbury, MD (a plug for the old boss). We found that 95% of bikes with carburetion problems cured by cheating a little on the choke, had dirty carbs. Our service manager recommended running a tank of carb cleaner treated gas once a month or so, and we always used fuel stabilizer since we didn't know how long a bike would set before selling. A second possibility, and a situation which happened with my Hawk, is that one of the carb diaphragms has taken a "set" and requires above normal vacuum to move the slide. My bike started and idled great, would run fine at a steady speed or if I was pushing it, but would stumble and surge if I rolled the throttle open slowly. Good Luck, John Faulconbridge

In response to a request for information about the Hein Gericke luggage rack for the Hawk. Hein Gericke writes: Dear Customer, Thank you for your interest, but due to the import rules of your country, we are not allowed to send any technical parts to the USA or Canada.

Those of you interested in a luggage rack will be glad to know, I have spoken to Larry at Ventura Products about a system for the Hawk. They are planning to build a luggage rack / soft luggage system for the Hawk as soon as he can get a bike to use as a template. Their factory is located in New Zealand. I have contacted our only Member in New Zealand about this, hopefully he will be able to provide a bike to use as a model. I think it would help to speed things up if anyone interested in such a system would call Larry at (800) 688-6439.

Just in case your social calendar has suddenly opened up for the 7th & 8th of July, Cycle Canada is presenting SPORTBIKE '95 The 13th Annual European and Cafe Motorcycle Rally. Not only does this event come highly recommended by HawkWorks member Andrew Bell, but judging from the flyer it might be fun! For more inf. call (416) 362-7968.

HawkWorks member, Paul Hobin has a particular interest in the Hawk T-shirt from Lockhart. He has paved the way for HawkWorks to produce a shirt with a HawkWorks logo on the front and the four color Lockhart Racing screen on the back (shown below). The shirts would cost 15 to 20 dollars depending on interest. If you are interested in this shirt, please let me know, so I can know how many to order.



Jeff Covey would like to install inverted forks on his Hawk, and wonders which forks are adaptable. Well Jeff, I have seen racing Hawks with GSXR inverted forks ('92 circa). These race bikes also used the GSXR front wheel and brakes. This setup seems to work well for the track, however I do not know how difficult it will be to mount the headlight and gauges.

To use the GSXR forks the triple clamps and steering stem must also be used. Keep in mind that this will change the rake and trail of the motorcycle, which will effect the handling and stability of the bike. One of our members relayed a story of a Hawk with earlier model GSXR non-inverted forks, which had serious handling problems. This caused severe head shaking which eventually caused an accident. I would highly recommend a good quality steering damper when making any front end changes.

Making the swap will cost around \$700 to \$1000, depending on where you find the parts. Another option may be the Race Tech Gold Valve Cartridge

EMULATOR™, which according to Race Tech will provide fork action equal to the finest cartridge forks. MOTERCYCLIST (SEP 94) agreed and gave it very high praise. This system runs about \$185, considerably less than changing front ends.

Jeff is also interested in building a powerful, yet reliable street engine. I think the most important thing to do before starting any engine development is to decide exactly what the intended outcome is, how much you are willing to spend, and what are the desired results? Hawk engines with a pipe and jet kit are capable of producing a little over 50 Hp. With a little head work you can expect a couple more ponies. However, the next step (involving engine removal, and major internal modifications) is considerably more expensive. In addition, each step of modification reduces the life expectancy and reliability of the powerplant.

Also, many riders fail to get the most out of the modifications they perform, such as a simple pipe change, by not rejetting the carburetors correctly. Their is no substitution for Dyno testing in this area. Make a run, make ONE change, and make another run, until you get the best possible combination of jet size and needle height. You may decide that expensive engine work is unnecessary.

Lawrence Thompson would like to replace the stock mirrors with some that give him a view behind, instead of his arms and elbows. Try the Napoleon AG "NAKED" mirrors. They have a low profile and a multitude of adjustments, which provide a greatly improved view. BIKEWORX sells them for \$29.95. to order, call (508) 897-0044.

I believe there was a mistake in the Jan-Feb '95 Rumor Mill. The article states, the stock steering head ball-bearings can be replaced with tapered roller bearings from one of several models. Unfortunately, these models also use the ball-bearing type head bearings. Is there a tapered roller bearing which will work on the Hawk? (cont. pg. 7)

(cont. from pg. 6) Yes, after a bit of checking, it turns out there are aftermarket tapered roller bearings available from Gregg at Service Honda for \$82. You can order them by calling (219) 932-3588.

Gordon Rice would like to know what other clip-ons will work on the Hawk. Well, just about any clip-on from a bike with 41mm fork tubes will work, as long as it clamps to the fork tube. Some will be lower than others, and some, like the F2, will need to be modified slightly to fit flush with the triple clamp. Another option may be aftermarket clip-ons. Chafong sells a clip-on handle bar kit with replaceable bars (especially handy when I'm riding) for \$175. This has proven to be much cheaper in the long run, because the replacement bars are only \$10 each. In addition, replacement bars take up very little room in the tool box and can be changed very easily. Chafong Racing can be reached at (407) 731-2626.

Ex-Hawk owner Don Zielke (now a VFR pilot), admits to missing the "light V-twin with the trick suspension". He would like to invite HawkWorks members in the Columbus, OH area to give him a call. He has tools and garage space for emergency repairs, or would enjoy showing off the great back roads, and sights of his state. Don can be reached at (614) 868-5899.

Jim Davis writes to inform us that the poor man's performance shock is the CBR900RR shock with a Hawk spring. The shock can be

bought cheaply from someone who is upgrading their 900. He also warns that sometimes people think that since they paid \$500+ for a Fox or Ohlins, the stock shock is worth \$375. They are wrong, and Jim usually tells them so. Try to pay around \$100 for the used 900 shock. If you can't replace the spring yourself, or don't feel like messing with it, most bike shops will have a spring compressor.

Dave McNary wants to know if anyone has purchased a carbon fiber front fender from Performance Extremes, and if so what you thought of the service and the fender. Dave can be reached at (317) 473-6545, or send it in to the Mailbag and I'll print it.

Cliff Hampton has a problem with oil deposits that are supposed to go into the crankcase breather drain. He says, now the oil runs out of the bottom of the air filter onto the engine. This problem doesn't seem to affect the engine performance, but it looks real bad.

Well, the crankcase breather is located on the rear valve cover and feeds into the air filter compartment. Check to make sure it is sealing properly on both ends. Next, check the valve covers themselves. Even with both valve covers vented on my race bike I still have trouble getting the valve covers to seal. When they leak, a small amount of oil trickles down between the two cylinders. This could appear as if it was coming from the filter compartment.

(Sun from pg. 1) Brian has been contributing articles for HawkWorks on a regular basis and I expect we will hear more about his racing this year. HawkWorks would like to hear from other members interested in contributing articles on racing, riding, tech tips, or other Hawk related subjects. Feel free to include photos of you and your Hawk, as well as any related graphics, logos, or illustrations.

Also, if you plan on attending a race or other motorcycle function and would like a few extra copies of the latest issue to pass on to other Hawk riders, just let me know. I'll send them your way.

In response to the question about a rally in last month's issue, we have received pledges for several hundred dollars in Hawk related goods and services to be given away during the rally.

We also received several letters with location suggestions. It looks like it will have to be in Northeastern California. It seems from the response we received that most people would travel less than 500 miles to attend, which rules out most of the country. The San Francisco area has a much higher concentration of members than any other part of the country. I understand the East coast is almost always discriminated against when it comes to motorcycle events. So, another idea would be to have two rallies. If anyone is interested in helping organize an East coast rally, please let me know.

Gary Orr

PENSKE RACING SHOCKS

For the Honda NT650 Hawk

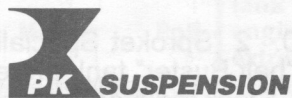
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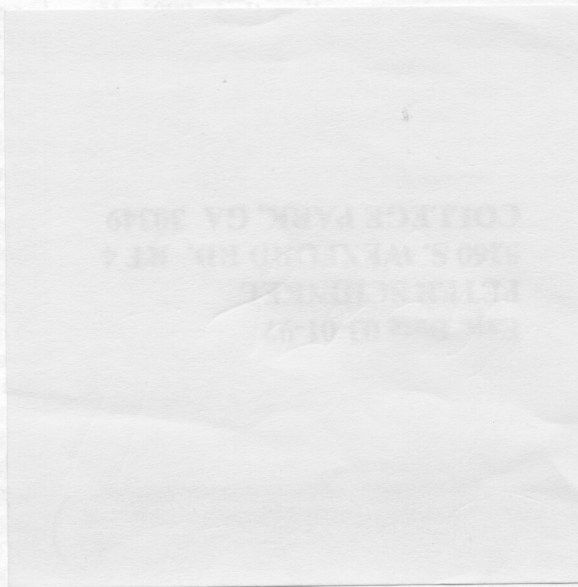


508-653-5049

The following HawkWorks members are interested in meeting other Hawk riders in their area.

Chris,	(805) 239-8615	Paso Robles,	CA
Erik,	(510) 223-8310	El Sobrante,	CA
Jay,	(415) 824-5687	San Francisco,	CA
Matthew,	(707) 434-1350	Fairfield,	CA
Jack,	(909) 945-5645	Alta Loma,	CA
Paul,	(619) 670-9934	Spring Valley,	CA
Sydney,	(303) 963-3852	Carbondale,	CO
Mike,	(708) 354-2124	LaGrange Park,	IL
Stephen,	(704) 891-8529	Horse Shoe,	NC
Dick,	(210) 843-1380	Paramus,	NJ
Dick,	(607) 278-5050	Worcester,	NY
Marc,	(216) 556-8652	Solon,	OH
Gerald	(610) 375-3289	West Reading,	PA
Kelly,	(409) 245-2224	Bay City,	TX
Robert,	(703) 338-2361	Purcellville,	VA
Laurence,	825-94868748	Kowloon, Hong Kong	

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SWAP SHOP

Wanted: Two Brothers Rear Stand, and stock front brake rotor. Call Stephen at (704) 891-8529.

For Sale/Trade/Wanted: I have 89' Hawk GT swingarm w/ eccentric bearing carrier, front wheel, front brake front rotor and caliper, stock muffler, and seat. I need a gas tank (Hawk or VFR), forks, or fork tubes, instrument cluster bracket, and rear brake lever. Call Rob at (703) 338-2361.

For Sale/Trade: Hawk engine \$700, swingarm/wheel assy. \$500, forks \$200, fr wheel \$75, fr rotor \$75, fender \$35, fr caliper \$60, Superbrace \$60, stock headpipes \$50, Spec-2 slip-on \$40, carbs \$100, light assy. \$50, speedo \$75, ig. box \$75, fr signals \$25, fuel pump \$20, L. case cover \$60, mirrors \$15, subframe \$100, seat cowling \$75, seat \$60, Telefix clip-ons \$75, 91' GSXR fr. end \$750, and misc Katana parts. Jim at (716) 688-4768.

For Sale: Complete Hawk front end. Everything from triple trees down; brake caliper, rotor, axle, speedo, Everything! F-2 preload adjusters, red fender, polished rim, and tire with 3500 miles. \$500 firm. In Indiana. Call Dave at (317) 473-6545. (Dave's bike, with parts listed above, was on the cover of HawkWorks Dec 94.)

For Sale: TBR 10,200 rpm black box, rarely used, perfect \$150. 2 "Sproket Specialist" alloy rear sprockets, new, 47 and 42 tooth \$45. for the pair. Free Lockhart "belt Buster" tank protector with first sale or trade. Wanted in good condition, will trade for above items: Stock radiator, tach, subframe, gas tank, speedo drive unit, gauge housing including back cups and idiot lights, left and right handlebar switchgear, stock rear plastic or aftermarket tailsection, aftermarket pipe, aftermarket or F2 clip-ons, and F2 front wheel. Call Will at (507) 452-2088.

For Sale: Muzzy Slip-on for Hawk, like new, \$120 includes shipping, Call Jack at: (909) 945-5645.